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OT-S282**BEST AVAILABLE COPY****Amendments to the Claims:**

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1. (Currently Amended) A roller guide device (26) for use in an elevator system, comprising:
 - a base (30);
 - at least one roller (32) supported by the base such that the roller is rotatable about a roller axis (34) and moveable relative to the base in at least one direction perpendicular to the roller axis; and
 - a damper (40) that has a selectively variable stiffness and dampens is configured to dampen the relative movement of the roller, the damper comprising a fluid having a selectively variable viscosity for varying the stiffness of the damper; and
a controller that is configured to automatically increase the stiffness of the damper when an associated elevator car is stationary at a landing and to decrease the stiffness of the damper when the associated elevator car is moving.
2. (Cancelled)
3. (Currently Amended) The device of ~~claim 2~~ claim 1, including an elevator car motion indicator (54) in communication with the controller (50) and wherein the controller ~~changes is~~ configured to change the damper stiffness responsive to a detected level of motion.
4. (Cancelled)
5. (Currently Amended) The device of ~~claim 4~~ claim 1, wherein the damper (40) fluid comprises a magneto-rheological fluid.

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60,469-254
OT-5282

6. (Currently Amended) The device of claim 5, including a field generator (52) that generates is configured to generate a field that changes a viscosity of the magneto-rheological fluid.
7. (Currently Amended) The device of claim 6, ~~including a wherein the~~ controller (50) that ~~controls~~ is configured to control the field generator (52).
8. (Currently Amended) The device of claim 7, including an indicator (54) ~~that provides~~ that is configured to provide an indication of elevator car movement vibration to the controller (50) and wherein the controller ~~controls~~ is configured to control the damper stiffness based upon ~~the level an amount~~ of vibration.
9. (Currently Amended) The device of claim 1, including a plurality of rollers (32) and a variable stiffness damper (40) associated with each of the rollers ~~and a~~ and wherein the controller is configured to (50) ~~that individually control controls~~ the stiffness of each of the dampers.
10. (Currently Amended) An elevator system, comprising:
a car frame (24);
at least one roller (32) supported for vertical movement with the frame, rotatable movement relative to the frame and lateral movement relative to the frame; and
a selectively variable stiffness damper (40) that is configured to dampen dampens the lateral movement of the roller (32) relative to the frame (24), the damper comprising a fluid having a selectively variable viscosity for varying the stiffness of the damper; and
a controller that is configured to automatically increase the stiffness of the damper when the car frame is stationary at a landing and to decrease the stiffness of the damper when the car frame is moving.
11. (Cancelled)

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60,469-254
OT-5282

12. (Currently Amended) The system of ~~claim 11~~ claim 10, including a vibration detector ~~(54)~~ that is configured to provide ~~provides~~ an indication of a level of car frame vibration to the controller ~~(50)~~ and wherein the controller is configured to vary ~~varies~~ the stiffness of the damper ~~(40)~~ based upon the vibration level.

13. (Currently Amended) The system of claim 10, wherein the damper ~~(40)~~ includes fluid comprises a magneto-rheological fluid ~~that has a selectively variable viscosity~~.

14. (Currently Amended) A method of controlling lateral movement of an elevator car assembly ~~(20)~~ having at least one roller ~~(32)~~ for riding along a guide rail ~~(28)~~ to facilitate vertical movement of the car assembly, comprising:

selectively and automatically varying an ability of the roller ~~(32)~~ to move laterally relative to the car assembly;

decreasing the ability of the roller to move laterally relative to the car assembly when the car assembly is stationary at a landing by decreasing a viscosity of a fluid that controls the ability;
and

increasing the ability of the roller to move laterally relative to the car assembly when the car assembly is moving along the guide rail by increasing a viscosity of the fluid.

15. (Cancelled)

16. (Currently Amended) The method of ~~claim 15~~ claim 14, wherein the damper ~~(40)~~ includes fluid comprises a magneto-rheological fluid and the method includes selectively applying a magnetic field to the damper ~~fluid~~.

17. (Currently Amended) The method of claim 14, wherein there are a plurality of rollers ~~(30)~~ and associated dampers ~~(40)~~ that dampen lateral movement of the rollers and the method includes individually controlling the fluid viscosity of each of the dampers.